



**QUEENSLAND
GOVERNMENT**

Transport and Main Roads

Terms of Reference

**Social and Economic Benefits and Impacts Study
Capricorn Coast Boating Facility Feasibility Study**

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1 Introduction

1.1 Purpose

Transport and Main Roads requires a suitably qualified and experienced consultant to undertake a Social and Economic Benefits and Impacts Study for the Capricorn Coast Boating Facility Feasibility Study.

The purpose of this document is to provide a guideline and define the scope, brief and functional specifications for this study.

1.2 Background

In 2011, the Department of Transport and Main Roads undertook a study that would establish current and future demand for recreational boating for the state of Queensland. The *Demand Forecasting Study* was undertaken for each of the five TMR regions, of which Central Region was one, to assist in the identification of the areas of the greatest need for additional or upgraded recreational boating facilities.

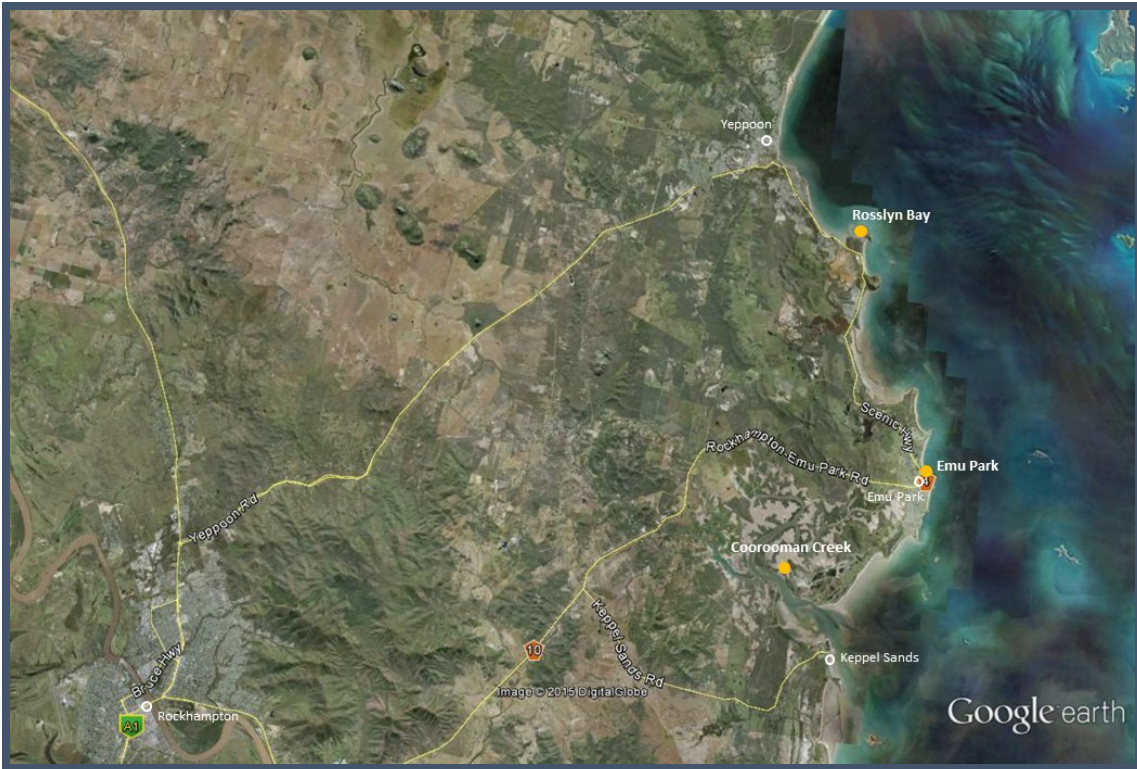
The study identified that in 2011, the Rockhampton area (note: at the time this study was prepared, Rockhampton comprised of the local government areas that is now Rockhampton City Council and Livingstone Shire Council) had a sufficient number of boat ramp lanes to meet the demand. However it was noted that the Capricorn Coast area was expected to increase in both population and boat ownership, which has the potential to put pressure on existing recreational boating infrastructure.

A detailed site selection study has been completed since 2011 to identify potential sites for the establishment of new all tide facilities to relieve pressure on existing facilities on the Capricorn Coast. It has been agreed that a new facility would be investigated further at Fisherman's Beach, Emu Park.

1.3 Existing public boating facilities

There are currently four recreational boating facilities on the Capricorn Coast within close proximity to the study area. These include:

- Rosslyn Bay Boat Harbour
- Fisherman's Beach, Emu Park
- Coorooman Creek, Zilzie
- Keppel Sands



1.3.1 Fisherman's Beach, Emu Park



This facility is a single lane, beach access ramp located at Fisherman's Beach, Emu Park. This has limited parking with only 16 car trailer parks, is very tidally restricted, exposed to waves and only suitable for small to medium boats. Most people drive off the ramp onto the beach and launch off the beach.

1.3.2 Coorooman Creek, Zilzie



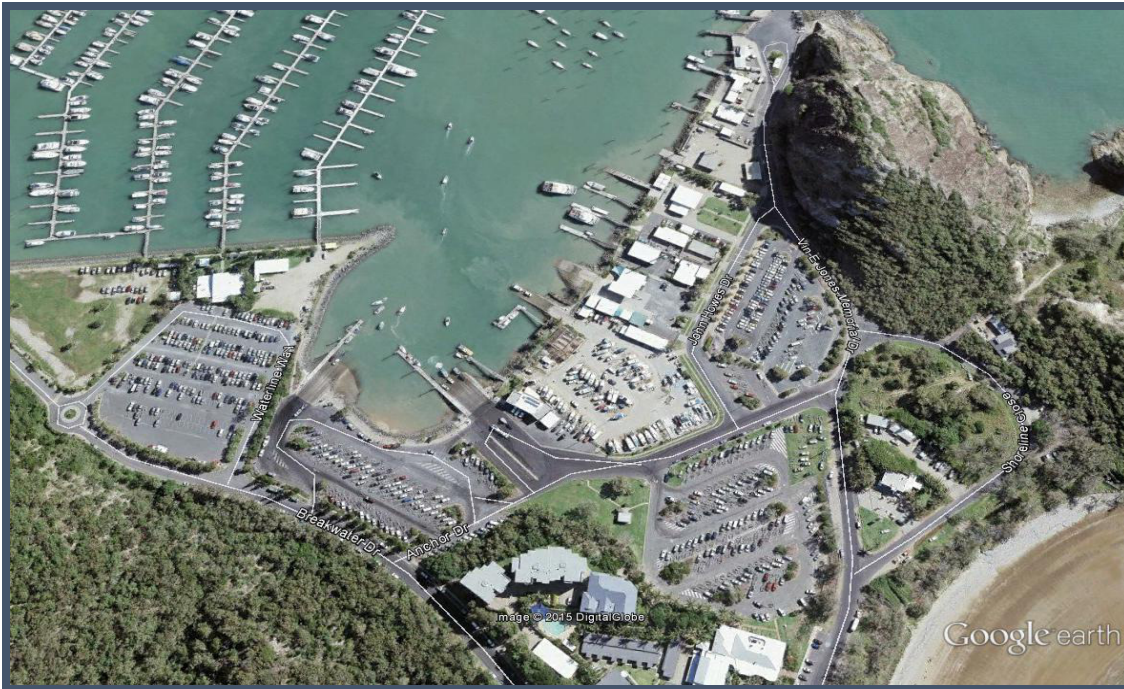
The Coorooman Creek boat ramp is located on the north bank of Cawarral Creek, Zilzie approximately 2km upstream from the creek's outlet to Keppel Bay.

This is a two lane boat ramp with all-tide creek access with generally good shelter and possible access to Keppel Bay for vessels up to 6 metres. Some larger boats are impacted by the creek entrance bar and access to Keppel Bay is restricted at lower tides. It has 49 car trailer parks available.

Works to upgrade the two lane ramp were undertaken in 2014 which included lengthening the ramp and installing a floating walkway.

Works are nearing completion on widening the ramp from two to four lanes, which is expected to be completed by late February 2016. Parking will also be substantially increased by Livingstone Shire Council as part of these works later in 2016. Access into the boat ramp is via a 3km unsealed gravel road, which is currently maintained by LSC.

1.3.3 Rosslyn Bay Boat Harbour



The Rosslyn Bay Boat Harbour has 8 lanes and is a sheltered all-tide, all-weather facility suitable for all boats.

It has a large amount of parking available with over 300 car trailer parks available however additional parking is required as it reaches capacity during peak times, which can occur dozens of times a year.

Frequent maintenance dredging of this facility is required to maintain all-tide access.

2 Proposed Emu Park Boating Facility Options

The feasibility study has identified two options for further investigation. These are as follows:

2.1 Option 1 – Fisherman’s Beach

This facility would be located at the southern end of Fisherman’s Beach adjacent to Emu Point. It’s a small to medium size north facing rocky headland with reasonable shelter from the prevailing south-easterly winds. The site is located adjacent to the village CBD precinct of Emu Park.

This option involves:

- Construction of a two lane boat ramp, floating walkway facing south-west and small breakwater adjacent to the ramp providing protection from northerly winds and waves
- 45 car trailer park spaces
- Approximate area of reclamation is 5,000m²
- Road access off existing car park (road length approximately 236m) adjacent to the existing jetty

Estimated cost: \$11.4 million

Refer to **Appendix A** for a plan of the Fisherman’s Beach option.

2.2 Option 2 – Emu Park

This facility would be located just south of Fisherman’s Beach adjacent to Emu Point, Emu Park. This option is located in naturally deep water between the rocky headlands. A breakwater is required to provide protection from south-easterly winds.

Estimated cost: \$8.6 million

This option involves:

- Construction of a two lane boat ramp and floating walkway facing north east
- 45 car trailer park spaces
- Parking area reclaimed adjacent to existing car park (approximate reclamation area is 5,200m²)
- Construction of two breakwaters approximately 100m and 150m in length either side of the ramp.

Refer to **Appendix B** for a plan of the Emu Park option.

3 Scope

3.1 In Scope

A comprehensive assessment of the direct and indirect benefits and impacts to the local community and wider Capricorn Coast region will be undertaken for the two proposed options.

To introduce the community to the study, TMR in conjunction with the Member for Keppel will organise and run a community information session in early 2016. The results of this information session will be used to identify key stakeholders and issues to be assessed further during this study.

Consultation with key stakeholders (which includes the local recreational boating/fishing groups, community groups and local businesses) and other interested parties, should be undertaken. The assessment should incorporate the results of the community consultation outcomes.

Benefits

The assessment should consider all direct and indirect benefits of the proposed facility options including:

- Reduced waiting times and congestion on existing all-tide facilities. Regional and local population growth and predicted recreational boating registration growth should be assessed (boating registration data will be provided by TMR).
- Reduced vessel travel time on water to offshore destinations.
- Reduced vehicle travel time and fuel costs to existing facilities.
- Increased economic benefit to local businesses, such as accommodation, food and entertainment, service stations, tourism and recreational fishing related businesses.
- Improved safety during landing and retrieval options at existing facilities (reduction in personal injuries and boat damage).
- Employment creation during construction and longer term over the life of the facility.

- Additional capacity for a loading/unloading facility to assist in the development of major projects.

Impacts

This assessment should consider direct and indirect impacts from the proposed facility options including:

- Visual amenity
- Noise during operation of the facility
- Cultural heritage
- Potential loss and impacts on existing parkland/open space and associated events/activities
- Pedestrian safety
- Increased boat and trailer traffic
- Construction impacts (eg, construction and maintenance of temporary access road, loss of access to park and existing boat ramp, noise, dust, haulage trucks, traffic impacts, quarrying operations, etc)
- Environmental impacts (refer section 3.3)

Mitigation of Impacts

A brief section on potential measures to mitigate the above identified construction and operational impacts should be included in the report.

3.2 Provisional Item

If the project budget allows, this study will include a cost-benefit analysis over a 25 year life including estimated capital and maintenance costs of each option compared to a “do nothing” case. This item should be costed separately as a provisional item.

3.3 Out of Scope

An environmental assessment (which would assess such items as impact on migratory shorebirds in the area and potential changes to local coastal processes and nearby beaches caused by the proposed options) is not being undertaken as part of this consultancy. These investigations will be managed by TMR and the results of these provided to the consultant to include into this study.

Environmental impacts and likely mitigation costs can be considered as part of the cost benefit analysis where necessary.

4 Related Studies

A Foreshore Master Plan for Emu Park is currently being conducted by Livingstone Shire Council which is due for completion by April 2016. The recommendations from this planning study should be considered when assessing the benefits and impacts.

5 Deliverables

- A report detailing and summarising all responses received from the consultation activities, is to be prepared. A draft electronic copy of this is to be provided to TMR for review. Three hard copies of the final report and an electronic copy are to be provided to TMR.
- A final report including executive summary, analysis of findings and conclusions/recommendations, (and results of cost-benefit analysis if undertaken) is to be prepared on finalisation of the study. A draft electronic copy of this is to be provided to TMR for review. Three hard copies of the final report and an electronic copy are to be provided to TMR.

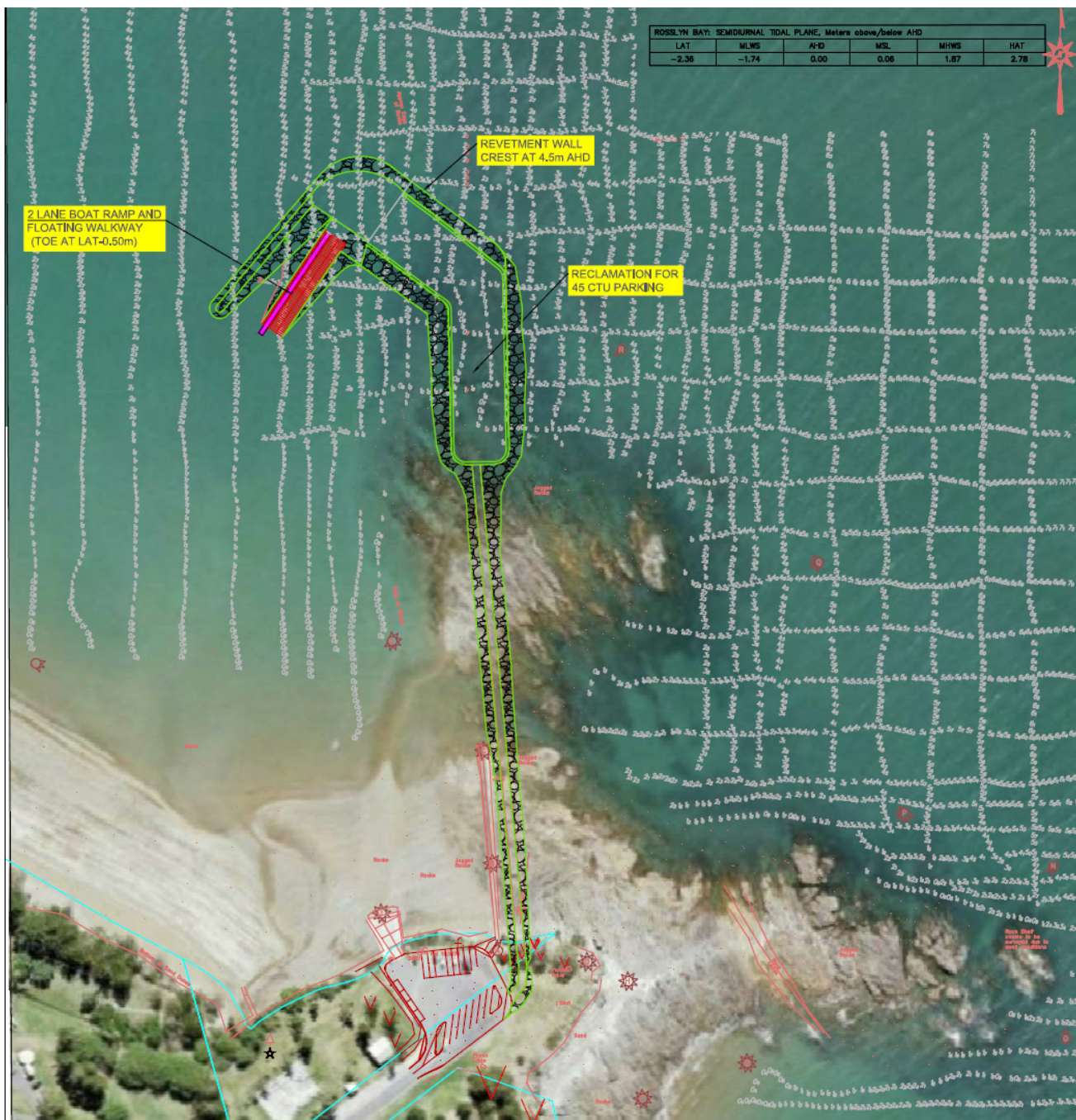
6 Milestones

Awarding of the contract is expected to occur in March 2016.

Draft report to be completed by late May 2016.

Final report is due to be completed by late June 2016.

Appendix A – Option 1 - Fisherman’s Beach



Appendix B – Option 2 – Emu Park

